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ALEXANDRA BUILDINGS  
Hongkong, 25th December, 1907.

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The Daily Press.

HONGKONG, DECEMBER 27TH, 1907.

Referring to the recent carnival of the Chinese at Hongkong, a missionary refers to China as "the country of paganism." The procession is China's favourite way of marking any event not fitting in the general run of things, as funerals and weddings. This missionary takes a characteristically foreign view of them, and a view quite transparently tinged by his hatred of their "idolrous" tendency. They are "tawdry shows, and reveal a complete lack of taste and refinement," and are marred by "din and noise." Buddhist temple processions are "more noisy and more elaborate than the usual wedding and funeral shows." There is usually an idol, with a band of music as near to "his reverence" as possible. "The superstition behind all this is the hope that in some way the gods will show favour to those who honour them." And then—frankly—"It may be said that idolatry is losing its hold upon the Chinese of Hongkong, and we think that the element of idol worship is reduced to a minimum, even if it is not absent altogether. Probably there is some hope in the minds of the less informed that the gods will be inclined to give blessings; but if this is so, little is made thereof publicly." Of the two big dragons at the Hongkong carnival, he says, they were made for the occasion, and "were certainly the most elaborately prepared that I have ever seen in an experience of many processions in China." There is an

almost cheerful reference to the rain that fell, and "Probably it will be regarded as betokening bad luck that the gods have sent such weather. And there will be a lurking dread in the minds of the more ignorant lest some further trouble should ensue." Not even the object lesson in the evils of opium, which would "probably do good," could overcome this missionary's repugnance to the whole thing, as witness his remarks that "trade and business have been thrown completely out of gear. The love of the picturesque is no doubt a good thing, but perhaps all the better when kept within proper bounds." How very unreasonable an obsession can make an otherwise reasoning intelligence. Such shows are nearly always "tawdry," from the Lord Mayor of London's downwards. The "taste and refinement" of them depends entirely on the point of view, and anyway, the Chinese cannot claim a monopoly of that sort of show. We have seen in various parts of Europe just the same thing, including the tawdriness and even the alleged "idolatry." The very May-day show of the children in some English counties is equally idolatrous; the May pole itself is an idolatrous survival. Din and noise is a universal accompaniment of public rejoicing, and the Chinese might conceivably mistake the English burrah or its "jolly good fellow" chorus as we their cymbals. Even "the hope that in some way the gods will show favour" is not peculiarly Chinese; the consecration ceremonies and surplised processions elsewhere having precisely the same significance. The "less informed" and "ignorant" sections of the Chinese have their foreign duplicates, who believe that "happy is the bride the sun shines on," et cetera. As to the "lurking dread" of further trouble to ensue, the ignorant Chinese should not really be sneered at, when we have educated foreigners proclaiming from public pulpits that such grim events as the holocaust at the Paris bazaar, the San Francisco earthquake, and great epidemics, were ordained scourges and warnings to humanity. We have yet to learn that the Chinese carnival at Hongkong has left a single echo of anything regrettable, and it is as unreasonable to grumble about it as it is to sneer at Chinese superstitions. Until for even their beliefs "more of reverence in us dwell," we are not truly reverent; and it is distinctly tiresome to find our most superstitious of foreigners carping at Oriental superstitions. Will the pot never awake to the silliness of calling the kettle black?

Fourteen gamblers, who were arrested at 82, Ko Shing Street, appeared before Mr. H. H. J. Gompertz at the Police Court yesterday. The two men charged with keeping the game were fined \$10 each, and each of the players was ordered to pay a fine of \$2.

Cham Chu, a coolie employed at the Waterworks, was charged before Mr. F. A. Huxford at the Police Court yesterday with obtaining a bribe of \$5. It was proved that the defendant went to house No. 103, Des Vœux Road, Central, and offered to alter the water pipe so that the occupants would be able to get a better supply of water. Yesterday he told his story that the money was given him to buy cement, but as his story was of a different opinion, he sentenced the defendant to three months' imprisonment.

The Chientao affair is reported to have resulted in the recall of the Chinese Consul-General in Seoul, Ma Tingling. Ma has been reproached, says a China paper, because he reported without any foundation to the Waiwatu that Japan had sent a large body of troops to Chientao, while the facts are that Japan had stationed there only fifty guards until the question which has been pending for several months, whether Chientao belongs to China or Korea, is settled. It is reported that Ma will be succeeded in Seoul by Wu Changling, the present Consul-General in Yokohama.

One remarkable fact of the industrial development of the Netherlands Indies is the reluctance of capitalists in Holland to sink money in promising enterprises, not only in Java, but also in Borneo, Sumatra, and other islands. American securities and ventures having the preference. They have, however, just received a sharp lesson in the financial crash which has ruined many of them who chose to take American risks. Cynics say that it serves them right for trusting in American railway shares instead of investing the money in enterprises which would have developed the resources of their Far East Colonies.

The heedlessness of a ricksha coolie was the cause of an accident to the vehicle of another on Tuesday, and the negligent man appeared before Mr. Gompertz at the Police Court on a charge of obstruction. As Mr. Marican, the cycle agent, was proceeding along Queen's Road near the Hongkong Hotel in a motor car, the defendant dashed across his path to secure a fare, heedless of the loud ringing of the warning bell. This action turned the motor off his course, and in endeavouring to avert a collision he collided with another ricksha and damaged it to the extent of \$3.50. His Worship mulcted the negligent coolie in this amount.

## LOCAL SPORT.

## CRICKET.

## H.K.C.C. V. THE LEAGUE.

Rain threatened a postponement of the annual cricket match between the H.K.C.C. and the combined League team, but fortunately the showers which fell were insufficient to stop the match, although the heavy ground was not conducive to good cricket. The game was won by the Club team who had not completed their second innings when stumps were drawn. The League team batted first, and compiled a total of 180 in the first innings. Wisard, contributing 87 of these, and R. C. Withall, who carried his bat, 29. In the second innings Irving was top notcher, compiling 38, out of the total 49 runs scored. Major Lewis was the most successful bowler for the Club, taking twelve wickets in the two overs. Peares 39, and Claxton 34, were highest scorers in the Club's first innings which realised 197 runs. In the second, Makin, not out, contributed a useful 60 while a lion had to his credit the respectable score of 45. In this innings the Club had a total of 159 runs for the loss of four wickets; the most effective bowlers for the League eleven were, Fentonji, 4, Brown 3 and Withall 3 wickets.

The scores are:—  
The League—First innings.  
R. C. Withall, b Peares, b Lewis 42  
L. J. Wisard, b Peares, b Lewis 37  
E. Irvine, b Peares, b Lewis 15  
W. Edwards, b Peares, b Lewis 5  
C. S. M. Owen, b Peares, b Lewis 2  
Lance Corp. Roberts, b Peares, b Lewis 0  
Handman Barton, b Peares, b Lewis 0  
R. C. Withall, not out 29  
R. Fentonji, b Peares 4  
J. R. Irvine, b Peares 7  
Extras 7

Total 180  
Bowling Analysis.  
O. M. R. W.  
Wm. Dixon 5 1 25 1  
A. A. Claxton 5 1 33 1  
A. W. J. Peares 7 2 29 4  
Major Lewis 14 2 54 6  
T. E. Peares 8 4 2 18 3

League—Second innings.  
L. J. Wisard, b Peares, b Lewis 0  
R. C. Withall, b Peares, b Lewis 23  
E. Irvine, b Peares, b Lewis 0  
A. O. Brown, b Peares, b Lewis 0  
H. Edwards, run out 0  
C. S. M. Owen, not out 0  
Handman Barton, b Peares, b Lewis 1  
R. Fentonji, b Peares, b Lewis 1  
J. R. Irvine, b Peares, b Lewis 1  
R. Mitchell and Lance Corp. Roberts absent  
Extras 5

Total 49  
Bowling Analysis.  
O. M. R. W.  
T. E. Peares 9 1 21 6  
Major Lewis 12 4 21 3  
Wm. Dixon 3 2 2 1  
T. E. Peares 3 2 2 1

H.K.C.C.—First innings.  
Capt. Kitchin, b Peares, b Lewis 23  
T. E. Peares, b Barton, b Fentonji 39  
A. A. Claxton, b Barton, b Fentonji 34  
W. C. D. Turner, b Peares, b Fentonji 16  
E. A. Fowler, b Peares, b Fentonji 15  
Wm. Dixon, b Peares, b Fentonji 4  
E. Hancock, b Substantio, b Brown 27  
Major Lewis, b Hutchison, b Brown 24  
H. Edwards, b Substantio, b Irvine 12  
H. R. Makin, not out 0  
A. W. J. Peares, b Barton, b Brown 4  
Extras 4

Total 197  
Bowling Analysis.  
O. M. R. W.  
R. C. Withall 11 1 38 1  
R. Fentonji 11 1 44 1  
J. R. Irvine 8 1 32 1  
A. O. Brown 12 1 36 3  
Handman Barton 5 1 25 1  
R. C. Withall 1 1 23 0

H.K.C.C.—Second innings.  
W. Dixon, b Edwards, b Wisard 43  
E. A. Fowler, b Wisard 0  
H. R. Makin, not out 0  
A. A. Claxton, b Edwards, b Wisard 15  
W. C. D. Turner, b Hutchison, b Barton 22  
A. J. W. Peares, b Barton 0  
Capt. Kitchin, not out 4  
H. Edwards, b Peares, b Brown 4  
T. E. Peares, not out 10  
Extras 10

Total 159  
Bowling Analysis.  
O. M. R. W.  
L. J. Wisard 10 1 47 3  
C. S. M. Owen 3 1 42 1  
R. Fentonji 1 1 12 1  
R. C. Withall 4 1 37 1  
Handman Barton 2 1 24 2  
J. R. Irvine 1 1 5 1

## YACHTING.

The Corinthian Yacht Club's One Design Class had a special race yesterday (Boxing Day) for a handsome silver cup given by Mr. Fleming of the I.M.C. There was a strong breeze, and the "Asthore" and the "Spray" crossed the line together, with the "Gael" and "Ariel" about a length behind. The "Asthore" established a lead when past the Wharf, and led all the way. The "Gael" took the Kowloon shore course and at one time seemed to have advanced thereby but the boats finished in the order named. Times were:—

"Asthore" ... 26 50  
"Spray" ... 27 50  
"Gael" ... 31 40  
"Doris" ... (time not taken)

The Club Pavilion, ornately decorated for the holidays, was subsequently the scene of a presentation. Mr. Fleming, the donor, handed over the cup just won to "his old pal," Mr. Rodgers, making a humorous and suitable speech in doing so. Mr. Rodgers, in returning thanks, attributed the success of the "Asthore" entirely to his co-owner and expert sailor, Mr. R. Withall, he being ably assisted by ballast (laughter). The Hon. Treasurer Mr. A. McKirdy, then thanked Mr. Fleming for his generous gift on behalf of the Club. In a speech characterized by his customary eloquence, Mr. McKirdy said that if they had more members like Mr. Fleming, the Club would prosper ever faster than it did, and that was saying a great deal, as he had never during a long career been connected with a lot of true sportsmen. He proposed the health of the donor and the toast was drunk by a considerable company, with musical honours.

On last Sunday's races, not hitherto reported, the leading times were:—  
One Design—"Asthore" 1st, 1.11.3; "Spray" 2nd, 1.17.24. There were nine starters, including Mr. Moon's "Doris," who made a very creditable "debut," considering that her sail was not yet properly stretched.  
Handicap class—"Ceres" 1st, 1.32.00; "Eve" 2nd, 1.39.58. Five starters.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## JAPANESE SHIPBUILDING PROGRESS.

Tokyo, December 25th.

The Nippon Yusen Kaisha's new nine-thousand-ton steamer, the *Kaga Maru*, was launched at Nagasaki today. It is the first of six vessels of that size now building, and Japan's distinct advance in the craft of shipbuilding is receiving encomiums in the Press, some papers pointing out that the Mitsu Bishi firm is inferior to none in the world.

## JAPANESE POLITICS.

Tokyo, December 25th.

The Diet has been convened. The Government's financial programme is regarded as the most important subject before it for debate. In view of the nearness of the elections, a critical session is anticipated by Ministers.

## CANADA AND JAPAN.

Tokyo, December 26th.

Mr. Lemieux, the Canadian envoy, sailed for the Dominion to-day. The result of the negotiations regarding Japanese immigration is not conclusive, as it has to be submitted to the Parliament at Ottawa.

## [REUTERS' SERVICE.]

## THE COTTON MARKET.

LONDON, December 26th.

A general reduction of 25 per cent of the output of the New England Cotton Mills in January and February is regarded as certain. One hundred and fifty operatives will be affected.

## CRICKET.

LONDON, December 26th.

Marylebone has made 321 for 7 wickets, against Victoria.

## OBITUARY.

LONDON, December 26th.

The deaths are announced of Sir Patrick Heron Watson, and the Turkish Ambassador, Masulus Pasha.

## REMARKABLE SPEECH OF COUNT OKUMA.

LONDON, December 26th.

A remarkable speech, alleged to have been delivered by Count Okuma in Kobe in October, in which he is represented to have said that 800,000,000 Indians, oppressed by Europeans, were looking for Japanese protection, and that the Japanese should therefore stretch their hands towards that wealthy country, has been published in London. A high Japanese official commenting on the alleged speech doubts the accuracy of the translation, and is convinced that the remarks related entirely to trade relations with India, and that Count Okuma's object was to arouse the Japanese merchants.

## A QUESTION OF ACCOUNTS.

The following letter appears in the *N.Y. Daily News*.

"Sir,—Reading over the balance sheets of the Cotton and International Cotton Mills I felt very comfortable to believe that each mill had made what appeared to me a profit. The International one of £1,551,222 and the Ewo one of £1,463,782. I was rejoicing over this to a friend, who soon showed me where I was wrong.

If you notice the Directors of the International Cotton Mill say the year's working resulted in a net profit of £1,551,222. The Directors of the Ewo do not put it in this way, but say the balance at closing of profit and loss is £1,463,782.

To a plain working man like myself this is one and the same thing, for I am not skilled in accounts and do not know much about the arranging of figures.

It appears that the Ewo earned last year £1,463,782 and this year this figure is reduced to £1,463,782, showing that they have worked all year and made a loss of £1,463,782. It would have been far better if the Directors had just said that the mill had made a loss of £1,463,782 instead of a credit standing at profit and loss account of £1,463,782, and then I could have understood what they really had done.—I am, etc.

December 19.

TIM BORNIN.

"In the Queens Service," is the title of an exciting novel by Dick D. Moran (London: John Long). The discovery of the sensational will find ample for his or her appetite in this story, which also contains some very pretty love passages. It is briefly written and holds the reader's interest until the end, when the hero is made happier than he ever dreamed of by rescuing the love of a beautiful woman.

## CHRISTMAS CELEBRATIONS.

The season of peace and goodwill was observed in Hongkong in the time honoured custom. The weather was not as bright as it might have been for the occasion but this did not detract from the general rejoicings. As usual there was a complete cessation of foreign business. Special services were conducted in the different churches, the Bishop of Victoria presiding at an appropriate service at St. John's Cathedral, while Bishop Foxon, the Roman Catholic Bishop, delivered a suitable address to his flock. Notwithstanding the occasional showers, outdoor sport was largely indulged in, and Tuesday morning saw a large concourse of holiday makers at Happy Valley where the Naval police held sports, and a number of football matches were in progress.

## AT THE NAVALYARD.

They had a happy time, those who were fortunate enough to be asked to spend the day with the Navalyard Police. First came the annual sports at the Valley where various feats of skill were indulged in, and then the usual football match, Married v. Single. This again proved a willing game, and once more the Benedicts wrested victory from the unblessed, the scores standing at the final three goals to two. From the Valley an adjournment was made to the Navalyard, where a largenumber sat down to Christmas dinner and festive converse. In the evening a dance was held, the large hall in the men's quarters being suitably decorated for the occasion.

## WESLEYAN METHODIST CHURCH.

At the Wesleyan Methodist Church at Wan-chai there was a good attendance of sailors and soldiers, who listened attentively to the interesting address of the Rev. C. Bone. The text chosen by the Chaplain was Matt. II 10-11. The preacher in introducing his subject said that the stories connected with the birth of Jesus were thought by some to be later additions to the more solid histories of the Gospel. They were not there that morning to criticize, but to enter into the spirit of the text. It was unwise to dogmatize either way on such matters. One thing was certain, which was that Christ was born. This fact had brought them together that morning. Reference was made to the spirit of expectation, that was abroad immediately anterior to the age of the incarnation, which could be reasonably accounted for by the fact that the Hebrew Scriptures had already been translated into the current Greek, and were extensively read not only by the Jews but by other nations. The preacher then said that they were wise men who sought the Christ. Learning did not unfit a man for being glad that he had found the Christ; on the other hand, Christ would add a crown of beauty to all human learning. References were made to Lord Kelvin, to Sir Oliver Lodge, to Sir A. Clark, showing that "some of the most profound scholars" had found it their greatest joy to take their stand by the side of the wise men in days of old, who were filled with joy that they had not sought in vain. The next point dealt on was the suggestion that God gave these wise men the symbol that attracted them. The shepherds would not be attracted by a star. They preferred the sun, which meant to them rest from their watching and waiting. On the other hand, these men were students of the stars, and therefore they were attracted by what they believed in, and so following the clue, they found the object of their quest. God uses different means to-day to lead men to Christ. Some like the Cathedral service; some the Salvation Army prayer meeting. This was God's way of leading men, and thank God, we were more and more getting to see that such was the case, and to allow that sincere effort everywhere was to be appreciated, and not derided. Lastly reference was naturally made to the offered gifts, which the wise men presented to the infant Christ. Gold and perfumes were not too good for him. They were the right of kings, and as were offered to the infant Messiah. The sermon concluded with an appeal to the men to enter into the spirit of the text, and to seek enjoyment without descending to what was doubtful. There were not many poor with us here connected with the Church, but giving at this season of the year was natural, and "he that hath pity upon the poor lendeth to the Lord." Owing to the rain there was neither a military nor a naval parade. On the other hand a satisfactory number congregated, and joined in the singing. Mrs. Brown, Mrs. Makeham and Mrs. Bone, on the previous day had tastefully decorated the rostrum and Communion Rail of the Church.

## UNION CHURCH.

At the Union Church an augmented Choir rendered some new Carols with great acceptance—the music all day being of a Christmas character. It included a beautiful rendering by Mr. E. Paine of Handel's "Comfort ye my people." A Christmas morning service was inaugurated with a good congregation. The Pastor, Rev. C. H. Hickling, preached on "The Peace and Power of Sentiment" based on the Incarnation of Love. This Church is preparing the usual procedure on New Year's Eve, namely, entertainment and supper, followed, in the church, by a Watch-Night Service at 11.15 p.m.

## ROMAN CATHOLIC CATHEDRAL.

At 10.30 on Christmas Eve the clergy began to sing the Mass of the Feast, and at midnight his Lordship the Rt. Rev. Bishop Foxon celebrated the solemn Pontifical mass, which finished at one o'clock. The surroundings of the Cathedral were well lighted, also the altar, which was richly decorated. As usual there was a good attendance, and the boys of St. Joseph's College sang during the service at which Mr. O. Baptiste officiated as organist.

## ST. FRANCIS CHURCH.

There was a large attendance at St. Francis Church, Wan-chai, at the midnight service held on Christmas Eve. The Rev. Father Joaquim was the officiating priest.

## KOWLOON ROSARY CHURCH.

This pretty little church was rendered more picturesque by elaborate flower decorations. There were handsome floral arches and floral columns, while the choir was literally concealed in a bower of flowers. The Rev. Father Spada celebrated high mass, while the music under the able direction of Mr. A. V. da Silva was excellently rendered. The attendance at this church was so large that a great portion of the congregation had to remain standing throughout the service.

## CHRISTMAS DAY SERVICES.

At all the churches in the usual Sunday hours, Christmas services were celebrated. At St. Joseph's Church, Pardon Road, the Rev. Father Augustine, the military chaplain, celebrated the solemn high mass with excellent musical renderings by the selected choir of the church. At ten o'clock there was another service, which was attended by the sailors from the German and Austrian men-of-war in port.

## SAILORS AND SOLDIERS HOME.

On Christmas night a concert was held at this institution and carried through with great success. The promoters were the Rev. C. and Mrs. Bone, and Mr. Bateman, and they were very ably assisted by the new manager and his wife, Mr. and Mrs. W. H. Embury who have just arrived from home to take up the management. An excellent programme was arranged and was carried through without a hitch the frequent applause of those in attendance being eloquent testimony of their appreciation. Last night the annual tea was held, upwards of 75 being in attendance. Another concert followed, and a second pleasant evening was spent by the sailors and soldiers.

## KOWLOON SEAMEN'S INSTITUTION.

Members of this Institute and their friends proceeded to Stonecutters by launch on Christmas day. There the annual sports were held amid pleasant surroundings. When the afternoon was drawing to a close the holiday makers returned to the Institute, and after their dining were quite prepared for the tea which was ready. About 120 seamen sat at table, an after enjoying an excellent repast, were all agog for the event of the evening. This was the unloading of the Christmas brig which carried a cargo of presents, and her crew distributed them to all present. A grand concert concluded an evening which will have pleasant recollections for all who were in attendance.

## GERMANY'S NAVY.

A "Memorandum to the 1908 Naval Budget" has been published in the semi-official German Press, which gives further particulars of the enormous increase in the German Navy planned by the German Admiralty. The following table shows the advance in the German Navy estimated in the last few years and in the future, under this scheme:—

1908	25,300,000	1907	21,407,000
1909	6,600,000	1906	12,400,000
1900	7,400,000	1907	19,000,000
1901	8,000,000	1908	17,000,000
1902	10,000,000	1909	20,000,000
1903	12,000,000	1910	23,000,000
1904	15,000,000	1911	26,000,000

A Berlin Correspondent says:—Germany proposes to spend £29,600,000 upon naval expansion during the ten years between 1908 and 1917, or an annual average of over £2,960,000. This revelation—the latest fragment of piecemeal information which the Government has given out during the week—is contained in to-day's official "North German Gazette," in a "Memorandum to the 1908 Naval Budget."

The total represents an increase of £29,600,000 over and above what was calculated a year ago as necessary for the execution of the Naval Bill of 1900 and its supplement of 1906. Beginning with 1908, when £17,000,000 will be spent, naval disbursements will rise gradually until, in 1917, they reach £23,000,000. Thenceforth they slightly decrease each year until 1917, when they will, however, still aggregate £20,900,000. One of the important items provided for is £250,000 for the construction of submarines in 1908. After 1913 £250,000 will be spent annually upon submarines.

The official memorandum states that the increase of expenditure is necessitated by the higher cost of the Dreadnought type of ships and of artillery, which it is calculated will involve an outlay of £102,450,000, or £36,950,000 more than planned for in 1906. These burdens are imposed upon the taxpayer, according to the memorandum, "by the restless endeavors in progress in all great Navies to perfect the construction and armament of battleships, cruisers, and torpedo boats. If the efficiency of German fighting ships, is not to lag behind that of other nations, the German Navy cannot avoid availing itself of every possible technical improvement. Their costliness is still further increased by the higher price conditions generally prevailing in the industrial world."

The memorandum also points out that the technical requirements of the Dreadnought type demand an augmented personnel, to the extent of ten officers, nine engineers, and 575 men for each ship.

A separate Budget calls for the appropriation of £11,150,000 for the widening of the Kaiser Wilhelm Canal, so that it shall be navigable for 18,000 and 19,000 ton battleships and cruisers.

Although the inextinguishable naval party, which is supported by scores of influential journals throughout the Empire, desires the "modesty" of the Government's new proposals, and argues the Reichstag to demand "more," other influential voices declare that, in view of the disheartening financial condition of the Empire, the new proposals savour of mad extravagance. Imperial debt, which has increased by leaps and bounds in recent years, now totals over £200,000,000, and is rapidly approaching £225,000,000. Its most immediate necessities, the Government intends borrowing £13,000,000 of fresh money, but even after that has been done there remains an uncovered deficit of £3,000,000.

Experts see little only in the imposition of burdensome new taxes, even if the Government takes over the alcohol monopoly and, as had just been suggested, a monopoly of the country's entire electric supply. The "Berliner Neueste Nachrichten" announces that, with a view to accelerating Germany's warship-building capacity, all the Government yards are about to be equipped with plant for the manufacture of turbine engines of the highest power. The first plant is now in process of installation at Kiel. Several large private yards have for long been so equipped. The "Neueste" says that the Government apparently regards the time as come to build turbine battleships, as other Navies have done.



## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENTS.)

**London, November 22nd.**

The Kaiser like a wise man has fled from our metropolis to Highgate, near Bonnamouth, where he is taking a rest cure, the chief item of which is rushing through the New Forest at any speed up to sixty miles an hour—local police being stationed out of regard for speed restriction. To have stayed anywhere near London, would indeed, have been a queer act, for we are living in a city of dreadful night, a dense fog hanging over us, effectually shutting out all light, so that high noon is as dark as midnight. But last week was better and when the Kaiser and Kaiserin paid their visit to the City to receive a welcome at the Guildhall the air was clear and bright. In consequence the streets were crowded to record dimensions and the greeting given to the royal visitors was such as to make the day memorable. Whatever may be the jealousies between this country and Germany they were certainly forgotten that day, and the six mile ovation received by the Kaiser clearly gratified him. The Kaiserin is not with him at Highgate; she has returned to Berlin.

## MORE JAPANESE WICKEDNESS.

There is a party of Japanese now on the East Coast studying the British herring fisheries. They are visiting Yarmouth and Lowestoft and learning everything they can of the handling of the fish market, and later in the course of their object, it is said, is to establish a Japanese herring fleet. The Japanese waters being full of fish, these enterprising gentlemen think they can use the Manchurian railway and supply the Russian demand for cured herrings quite as well as Lowestoft and Great Yarmouth. The East Coast men are alarmed about it, for they send thousands of barrels of fish to Russia every year. Another Japanese, Dr. Ariyoshi, accompanied by two professors sent by the Japanese government to make an exhaustive study of the German educational system, commenced this week a round of inspection of the Berlin schools.

## AN INTERESTING STUDENT.

In the Berlin University list for this term is included the name of Miss Li Tsu Tung, the sixteen year old daughter of a deceased Shanghai doctor. The young lady wears European clothes and is bent especially on a study of German and English literature. It was on the recommendation of the Chinese Minister in Berlin that she joined the seven hundred students at the Berlin University.

## PERSONALIA.

Here are some personal paragraphs gathered in the last few days. At Colwyn Coast, S.W., the wife of Lieut. Col. Clarence D. Bruce, chief of police at Shanghai, has a newly arrived son. A daughter has come to the wife of Mr. E. T. Bond, of Canton. The mother and child are at Danmore in Essex. The vicar of St. Saviour's, Battersea Park, the Rev. B. E. Shewell, has become engaged to Miss C. D. Lloyd. The lady lives with her mother in a flat at Prince of Wales mansions, Battersea Park. Her father is Captain C. V. Lloyd of Hongkong.

## FOR THE CHINESE NAVY.

The London correspondent of the "Birmingham Post" claims authority for the following paragraph:—

"According to advices received in an official quarter here from Peking, it may be expected that early next year the Chinese Imperial Government will take steps for the building in British yards of a number of warships, and for the supply by British and Continental firms of artillery, small arms, and ammunition. If Japan had been able to furnish facilities, these contracts would in all probability have been for the greater part placed in that country, as the military and naval schemes to be carried out has been devised chiefly by the Japanese experts in the Chinese service."

## LOAN RUMOURS.

It is reported in New York, according to a cable published here, that Wu Ting Fang, the new Chinese Minister at Washington, will shortly open negotiations with a view to an attempt to raise a foreign loan for China to the amount of \$5,000,000. Judging by the stringency of the money market in America just now, even after the frantic efforts of Mr. Cortelyou and the President to allay the panic, the United States is about the last place to begin raising money in. The Treasury issue of certificates and the Panama Canal bonds just issued are nearer at hand, even though they may not offer such high percentages, but if the American borrower wants to invest he can at this moment get home rails which will yield him up to twelve per cent.

## SIBERIAN DEVELOPMENT.

The Russian government, it is learnt, preparing to rearrange and strengthen the financial agencies in London and Paris so as to make more efficient means for attracting attention to the industries and agricultural possibilities of Siberia. The matter will also be taken up in the United States, for Russia is anxious to interest British, American and French capital for the development of Siberia, especially on the side of manufactures and exports.

## SOUTH AFRICAN CHINESE.

Li Ching-fang, the new Chinese Minister, who has just arrived at the Legation in Port-land Place, has for the first matter requiring his attention a petition from the Chinese Association in the Transvaal. Under the new Asiatic Law Amendment Act, passed by the Transvaal Government, the Chinese are subjected to the same conditions of registration as British Indians. They call themselves the free Chinese population of the Transvaal, and number eleven hundred, mainly resident in Johannesburg. They resent the regulations being applied to them which are intended to restrict Asiatics from arriving in the Transvaal and they declare that the free Chinese, who are old residents and storekeepers of good standing for the most part, should be expressly exempted from the Act. Particularly do they object to

the compulsory registration, which requires every male Chinese and every child to furnish eighteen finger prints. If the Transvaal Government fails to meet their wishes voluntarily, the Association calls upon the Chinese Minister to protest to the Imperial Government in London, with a view either to the protection of the free Chinese from derogatory regulations or their free transport to China, with compensation for the disturbance of their business in South Africa. I am informed that Li Ching-fang is investigating the matter with the intention of taking it up with Sir Edward Grey, if the circumstances warrant such a step, and any good can result.

## POLITICAL.

Sir Henry Campbell-Bannerman is much better after the rest which has followed his collapse at Bristol, but he has been ordered to take a foreign holiday for some weeks. Parliament will not meet, according to present arrangements, until the latter end of January, and by that time the Premier hopes to be fresh again. In the meantime there are all kinds of rumours of impending changes in the Cabinet. On one matter the reports are agreed—that in any changes Mr. Lloyd George and Mr. Winston Churchill will go higher.

The London correspondent of the "Yorkshire Post" says on this matter:—

"According to certain gossip the services of Mr. Lloyd George and Mr. Winston Churchill are to be rewarded a step in each case. The President of the Board of Trade, it is said, is to go to the Colonial Office, from which Lord Elgin is to retire, and Mr. Winston Churchill is to be made the chief of the great commercial department of the kingdom. In the event of these forecasts proving accurate, a contest will be rendered necessary in North West Manchester, as, unlike the President of the Board of Trade, Mr. Winston Churchill would have to seek re-election on his advancement. Report also has it that the Premier may take advantage of the redistribution of affairs to enter the less exacting regions of the House of Lords, and in that event Lord Ripon would, it is believed, obtain the relief from official duties which it is generally understood he so much desires. While these are at the moment probably little more than intelligent speculations, it cannot be denied that liberal opinion generally acquiesces in the desirability of some promotion being given to both Mr. Lloyd George and Mr. Winston Churchill."

## BIG FORGERY SENSATION.

Another member of the Cabinet is receiving sympathy. Mr. John Morley has a stepson named John Ayling, who is a J. P. and was recently a partner in the printing house of T. & A. Constable of Edinburgh. He has pleaded guilty to five charges of forgery, the forged signatures being affixed to promissory notes to the total value of £13,350. In each case, it is alleged that the signature of Mr. John Morley was forged, and also the signature of Mr. Blaikie, a partner in Constable's, as well as the signatures of other well known men.

## DRUCE MURDER CASE.

The remarkable Druce case which is again before the courts is raising as much interest as ever, and whenever a hearing is on the Court is crowded with Society ladies, anxious to gain a new thrill from this web of romance and mystery. The present action is against Mr. Herbert Druce, the holder of the Baker Street Bazaar, for perjury, he having stated in evidence that he saw the dead T. C. Druce in his coffin, whereas an Irish-American witness named Caldwell has sworn that he personally filled the coffin with lead and conducted a sham funeral, for T. C. Druce was not dead at all, but merely wished to be reckoned so, as he was really the Duke of Portland, living under a dual set of conditions—as Duke at Welbeck Abbey, and as tradesman at Baker Street.

Another witness is an old lady from Christchurch, New Zealand, who asserts that she was introduced to the tradesman-duk by Charles Dickens, and she served as an outside correspondent, taking news and letters to the Duke, who was living in an eccentric fashion at Welbeck, tunnelling under the ground so as to avoid the public. He told her he had taken the name of Druce because he had married twice, in both cases to women of inferior rank, and by both wives he had had children. Apparently both wives were living at the time.

This witness brought an old diary from New Zealand, but she asserts that a few weeks ago while looking into a shop window she had the diary snatched from under her arm. The magistrate upheld the objection of the lawyers for the defence that the copy of the diary she had with her in court could not be used to refresh her memory, not having been made at or about the time of the events described. Nevertheless the old lady has stood the test of cross-examination very well. She has been a considerable traveller. It was in Boston that Charles Dickens engaged her for the Duke, and after that she travelled to India and subsequently in the "Amoy" and she came from Hongkong to the Fiji Islands, and thence to New Zealand. She is accompanied by a young Irish Colonial girl whose quick brain is evidently feared by the defendant's counsel, for they take every opportunity of keeping the two separated while the case is in progress.

## DON'T COUNT YOUR LOSSES.

Such is the heading of an editorial in the Westminster Gazette, from which the following excerpt was taken:—

Over and over again investors have been told by their brokers during the last three months that prices have touched bottom, and can by no possibility go any lower. Yet those who have bought on this assurance have seen the fall continue, and brokers and clients alike have been left wondering whether there is any limit to the downward tendency. The bonafide investor who trusts his security need not trouble himself greatly about this. If he is a wise man who has made up his mind not to sell, and who does not trust his judgment to buy in these troubled times, his simple remedy is to give up reading the stock and share lists and to put the whole subject out of his head for the time being. While depression hangs over the City and reacts on the luxury trade, the great staple industries of the country enjoy unabated prosperity. The industries which our Tariff Reformers declared to be dying have all this time, asserted stationary exports, are likely before the end of this year to reach a point at which they will be double what they were thirty years ago.

## "IN TOWN."

Last night Pollard's Lilliputians re-opened with the musical comedy, "In Town," to an admiring audience at the Theatre Royal. The piece abounds in ludicrous situations and embarrassing predicaments, and the cleverness with which the juveniles made the most of these was apparent, and earned for them the warm enthusiasm of the audience. Without doubt the young Australians scored another success in this comedy, which shares with "The Belle of New York" much pretty music and spectacular excellence, while the smoother threads on which the plot is hung render it easier to discern and follow than the piece mentioned.

The earnestness with which the people of Lilliput entered into the spirit of the piece evoked the boundless enthusiasm of the audience, many of whom will no doubt be satisfied until they have witnessed the performance a second time. Each succeeding item was heartily applauded last night, and must begain to night and to-morrow night by those who attend and appreciate an unusually excellent performance. Teddie McNeenara as "Captain Arthur Codrington" was a host in himself, his ready adaptability and keen wit which on many occasions extricated him from embarrassing positions stamping the youthful thespian as a comedian of no mean ability. Freddie Heintz gave an excellent interpretation of his part as the "Rev. Samuel Hopkins," while his brother Johnny as "Shrimp" the tall boy, was capital. The same youngster also extracted much genuine humour from his portrayal of "Hoffman," a hall porter. "Lord Clarence," a youthful nobleman anxious to see the world, was a character which Miss Lillie Bull took most effectively, while in Harold Fraser's hands the amorous "Duke of Duffshire" caused considerable amusement and earned prolonged applause. The pretty setting and skilful dancing of little Miss Ivy Pollard as "Flo Fan-shaw" were highly appreciated, while "Kitty Holtherton" the prima donna was the rôle in which Miss Eva Pollard scored. The extravagant dignity of the "Duchess of Duffshire" caused great amusement and earned Miss Olive Moore a brilliant reception, while "Lady Gwendoline Kinardie," Miss Merle Pollard, as her daughter was appropriately girlish and gushing. The many excellent musical numbers in "In Town" were enthusiastically received, and the repeated encores told how pleasingly they had been rendered by the Lilliputians. The piece was well dressed and mounted, the dialogue was pretty, the dancing graceful and picturesque, and no opportunity was lost by the performers to make the most of their parts.

To-night and to-morrow night "In Town" will be repeated, and on Saturday afternoon there will be a matinee performance of the comedy, when children will be admitted at half price.

## SHIP CANAL TO LONDON.

## GIGANTIC PROJECT TO COST THIRTY MILLIONS.

There are those who think that the Thames must be improved if it is to be made adequate to the needs of London as a port. This is also demonstrated by the fact that there is a scheme being mooted for the making of a ship canal, at the cost of some £20,000,000 sterling, from Storbarnham, on the coast of Sussex, to London. Such a project is, in fact, before the Royal Commission now endeavouring to let in some light on the problems of canals and waterways generally.

As the main basis of the idea, its projectors hold that owing to the tunnels under the Thames, and to other difficulties, the river is incapable of being dredged to and maintained at a depth of 35ft. to 40ft. at low water. During the past ten or fifteen years, the size not only of the Western ocean greyhounds but also of all long-voyage craft has been increasing; and it is thought that in a few years time nearly all such vessels will be drawing from 35ft. to 40ft. of water. But to give the Thames a navigable channel of this depth up to the Victoria Dock would be to maintain, destroy all the present river walls, piers, tunnels under wharves, and quays. Therefore, any scheme to support the canal scheme, nothing short of a great ship canal can save the Metropolis its place as the nation's chief port; and they add that without such a canal it must soon begin to lose the proud pre-eminence given to it by its present annual tonnage of 19,000,000.

According to the scheme, the canal would be forty-seven miles long, with a large and easily accessible natural harbour at the channel end, and the Dorking Hills are said to be the only engineering difficulty to be overcome, while that trouble would be no more than a mere 300ft. It is suggested that the canal should be 300ft. wide, with a depth of 40ft. It would be lit by tide, thus allowing of the same speed by night as by day, and entirely obviating the necessity of holding vessels up in times of fog, as is now the case on the river. By its means, it is argued, a passage of 300 miles would be shortened to one of 50.

The projectors put forward numerous objections to the proposed great barge and ship canal. They also cite the Manchester Ship Canal, which 35 miles of waterway were constructed at the cost of £16,500,000. Other somewhat similar schemes before the Royal Commission are (1) a barge canal from Birmingham to the Mersey at an estimated cost of £2,500,000; (2) a joint one from London to Dover and Southampton; and (3) another from the Midlands centre to Bristol; all of which are mentioned as indicating what should be done for the Metropolis by a ship canal.

Amongst the objections to the scheme are: (a) the canal is a large-scale project, to be built on the Thames; (b) increase the yearly tonnage; (c) enable the biggest battleships to be brought up the river; (d) enable vessels coming from the Atlantic to avoid the dangerous Goodwin; (e) solve all the problems of the Thames at a sweep; (f) open up a new avenue by which the millions might get easily and quickly to the coast; (g) bring industrial excursions to the Channel; (h) bring industrial prosperity to the country; (i) the rise of new towns and villages; and (j) give some years of work to every unemployed man in the Metropolis.

It is also proposed to construct a high highway alongside of the canal.

## THE LATE MR. GEORGE MILDWAY DARE.

The Singapore Free Press of Dec. 16 says:—It is with deep regret that a large number of the European community here, as well as numerous friends in Japan, will learn that Mr. George Mildway Dare, one of the oldest residents of Singapore, and connected with this place from his early infancy, died yesterday morning at his residence, "The Lake," at five minutes to nine o'clock, after a long and exhausting illness. Of a strong constitution and fond of energetic exercise all his life, it was not until at Christmas, 1901, that an attack of partial paralysis laid him aside from the active pursuits he much enjoyed, although for a time he still continued to take short harbour cruises in his yacht. On the occasion of his last health trip home to Europe, while staying at Monte Carlo serious heart trouble declared itself, and as a result Mr. Dare had to abandon any occupation that would cause even the slightest exertion or excitement. Since then, with some brief hopeful intervals, his strength gradually failed until the end.

Born at Peckham on March 23, 1840, the late George Dare was the son of George Julius Dare, commander of the ship *Medusa*, trading to the Far East. He came out from England round the Cape in 1851, as a young child of just over a year old, in his father's ship, his mother, Mrs. Dare, who was a Miss Parker of Capetown, being also on board. The ship proceeded to Bombay, Calcutta, and Singapore; Mr. Dare remaining here to await the birth of his second child, and Capt. Dare proceeding with his ship to Whampoa. After the birth of Julius Dare, Mrs. Dare and her children took passage in the East Indian mail "Viscount Melbourne" for Whampoa to join Captain Dare. Unfortunately this ship was wrecked on the Looe Looe Shoal in the Palawan Passage, and the passengers and crew had to take to their boats and make for Singapore. Mrs. Dare and her two children were in the Captain's boat, which was the first to reach Singapore. An exciting incident occurred during the fortnight they were in an open boat. Off the Borneo Coast they were overhauled by two large boats full of Lanna pirates, and Mrs. Dare and the two little ones were concealed beneath a sail in the bottom of the boat. Seeing the genuine distressed condition of the crew, the pirates did not harm to them and sheered off, the boat continuing its voyage to the Singapore Straits. Messrs. A. L. Johnston's gedown then stood near the river where the Master Attendant's office now stands, and it was from the verandah of that row stand, and it was from the verandah of that row stand, that Mr. W. H. Road, who still alive at a venerable age, described the boat approaching the mouth of the river. On arrival at the Master Attendant's steps Dr. Little helped Mrs. Dare and infant to land, while Mr. W. H. Road carried young George out of the boat.

The Dare family resided here for years thereafter, the boys being taken home to England for education at Brecon and at Cheltenham. When about fifteen years of age, George Dare returned to Singapore and presently joined the firm of Syme and Co. After five years there, he had two years' experience of business in Bangkok, whence he proceeded to Hongkong, being at once given an appointment in Messrs. Phipps and Co., Foochow. Some time after, Mr. Dare began his long connection with Japan by joining the well known firm of Glover in Nagasaki, subsequently becoming a partner in the firm of McDonald and Dare, brokers, Yokohama, doing a large business also in silk.

The main part of Mr. George Dare's business career was connected with Japan, where in Yokohama he spent altogether eighteen years, and was during that time a prominent and popular member of the European community there. It was there that he lost his brother Julius and his mother within two or three days of each other, of cholera. Julius Dare was a great athlete, and a brilliant carman, and his sudden death was a shock to the various circles of which he was a member. Capt. Dare, who had been in business for years in Singapore, had died long before that, and Mr. George Dare looked after his estate until their marriage. One of these is Mrs. W. B. Scott, formerly of Hongkong, another is Lady Jackson, wife of Sir Thomas Jackson, lately Manager of the Hongkong and Shanghai Banking Corporation, a third is Mrs. Whitworth Allen, formerly of Penang, a fourth is Mrs. Hartigan, wife of Dr. Hartigan, formerly of Hongkong, and another is Mrs. Abell, of Kobe, who passed through Singapore a few days ago and spent a short time with her invalid brother.

While on his way to England Mr. George Dare in June 1877, married Miss Farnshaw of Knebworth, Yorkshire, Mr. and Mrs. Dare subsequently spending some years in Japan. About 1885 Mr. Dare retired from business in Japan returning to England, then coming out again to Singapore and finally settling down here in the rooms of his early boyhood. He resided first at Carrington House, Mount Sophia, then at Abbotford, and for a number of years past at "The Lake," his own property on the banks of the Impounding Reservoir. It was owing to chronic asthma of long standing that his wintering in Singapore was necessary, but the alternate summers were invariably spent in trips to Europe and Japan, thus enabling Mr. and Mrs. Dare to maintain constant touch with many old friends both in England and in Japan.

The Straits Times says:—On Christmas Day, 1881, Mr. Dare with his two children, George, aged two, and Julius, an infant, left Singapore for Macao by the ship *Viscount Melbourne*, but the vessel got so far into the Looe Looe Shoal in the Palawan Passage, and the passengers and crew had to take to their boats and make for Singapore. Mrs. Dare and her children were in the Captain's boat, which was the first to reach Singapore. An exciting incident occurred during the fortnight they were in an open boat. Off the Borneo Coast they were overhauled by two large boats full of Lanna pirates, and Mrs. Dare and the two little ones were concealed beneath a sail in the bottom of the boat. Seeing the genuine distressed condition of the crew, the pirates did not harm to them and sheered off, the boat continuing its voyage to the Singapore Straits. Messrs. A. L. Johnston's gedown then stood near the river where the Master Attendant's office now stands, and it was from the verandah of that row stand, and it was from the verandah of that row stand, that Mr. W. H. Road, who still alive at a venerable age, described the boat approaching the mouth of the river. On arrival at the Master Attendant's steps Dr. Little helped Mrs. Dare and infant to land, while Mr. W. H. Road carried young George out of the boat.

While they were engaged in prayer—it was Sunday morning—the "pram" containing the pirates bore down upon them. At first the pirates were not considered as such, as, in response to the waving of a white cloth in token of amity, they repeated the performance. It was not until boats had met, and the strangers announced that they had come on the scene to conduct the unfortunate people in shore, that it was suspected they were pirates. On the strangers assuming a threatening attitude, by their fastening a rotten rope from their launch to the boat, the Captain of the latter gave orders to cut and run, and with one blow from a cutlass the rope was severed and the boat made a dash. The pirates eventually opened fire, first from their rifles and then from a swivel, and one of the shots passed between the Captain and Mrs. Dare, and then scraped a piece off the wall of one of the launchers who sat at the bow of the boat. In course of time, the pirates reached the boat again and they boarded her. There was no bloodshed, however, during the time they were on board, but they helped themselves to all the valuables they could find on their hands upon. After having been thirteen days in the open boat, the unfortunate arrived at Singapore, and on their arrival at the Master Attendant's steps, Mrs. Dare and her children, who had suffered great privation, were assisted ashore by Dr. Little and Mr. W. H. Road.

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## HINTS AND SUGGESTIONS.

Sir Alexander Hosie, the acting Commercial Attaché to the British Legation at Peking concludes his able report on the Foreign Trade of China for the year 1906 with the following remarks:—

At present China is in need of manufacturing plants of all kinds and she wants to buy, but the Chinese have only the vaguest idea of what is actually required for factories and the cost and they have to be taught. What would facilitate business more than anything else would be for manufacturers in the United Kingdom to combine and send out expert agents prepared to teach what is needed and the price. There is an example of this nearer home. I believe that the British Engineering Company of Egypt is a combination of British manufacturers doing exactly what is required in China. Establish such a company in Shanghai with a staff competent to give all technical information, draw up estimates, plans, &c., and there should be no doubt as to the result. A few houses in Germany are thus represented in Shanghai. There are, it is true, a number of firms in Shanghai holding the agencies of British manufacturers, but far more than this is required. Firms in China have many diverse interests to attend to and they are unable to push the manufacturers' business as it might be done by means of special representatives. Such experts, too, can quote more favourable terms than general agents in the United Kingdom and considerably saving is effected. There are a few, too few, representatives of this class in China, and one of them informed me that not a week passed without his being consulted by German merchants, whereas during his residence of a year in the country there may have been a couple of British inquiries. It is surprising, therefore, that many British houses are represented in China by German agents? Another complaint against British firms in comparison with their rivals in British trade is that they are rarely able to quote c.i.f. prices, and British manufacturers too often simply give the cost ex factory leaving the would-be purchasers to imagine what even the f.b. prices are likely to aggregate. I have painted one side of the picture and no doubt there are many instances in which the British manufacturers, firm or agent scores over his rivals, but my object in writing as I have done is to point out the defects that have come to my attention, and to hope that a statement of them may lead to remedial measures and an increase in British trade and the handling of British trade—import and export. I have no wish to decry the British manufacturer or merchant. On the contrary, I believe that he is as competent as any of his rivals and that his goods are frequently superior, but his methods of doing business seem to require adjustment so as to bring them more into line with the commercial conditions now prevailing in China. A gentleman, a friend of mine, once a British subject, in whose judgment I have great confidence, tells me that the British merchant in China has, of all nationalities, the best head for business and that his one failing is lack of push. This opinion is the result of 33 years' residence in China and constant intercourse with commercial men.

There is, too, scarcely a young British firm in China. Not so German. A young German comes to Hongkong or China provided with a small capital and backed by his friends at home. He at once starts business, pushes it for all it is worth, and aided by the banks is soon on the highway to success. It is not so with the British. It is a danger to British interests in China, there is another danger which is more of the future than of the present. Its effect has not yet been appreciably felt, but it is none the less real. In India direct trade between the native and the manufacturer is steadily increasing and the services of the middleman are being dispensed with. In China, too, the direct trade, and the Chinese system has begun in China, and Chinese merchants especially in the retail trade, are already ordering direct themselves as well as for others. That the system will develop with education and increasing knowledge there cannot be the least doubt, and although it will not spring up with the rapidity of Jonah's gourd, it is even now a tiny upling and it will grow. Not alone British but all foreign interests will be affected, and the survival of the fittest will mean the survival of those who are content with modest profits. Even now the great bulk of the foreign import trade is a commission business, and when the Chinese merchant is a sufficiently educated and trusted he will do his best to save the commission. At present the foreign middleman is simply his guarantor that his order will be properly executed and his assistant for financing his transactions?

## SUFFRAGETTES HOWLED DOWN.

## STUDENTS USE SULPHURETTED HYDROGEN.

The Suffragettes had a meeting after their own heart at Birmingham on November 27th. Only this time it was the men who were the interrupters, and Miss Christabel Pankhurst found it practically impossible to obtain a hearing.

The centre of the great gallery of Birmingham Town Hall was occupied by a solid block of over 200 students from Birmingham University, who had come to the meeting well supplied with whistles, rattles, bells, mouth-organs, and other instruments of disturbance. From thenceforth that Miss Christabel Pankhurst, flushed but determined, rose to her feet pandemonium reigned supreme. During the greater part of her speech the proceedings must have sounded to those outside the hall more like a particularly enthusiastic smoking concert than a political meeting.

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The students, led by a ringleader who stood up in their midst, sang a series of popular songs, through which the shrill voices of Miss Pankhurst were heard at intervals making biting references to nurseries and playthings.

Several occupants of the gallery delivered addresses to the students urging them to give the speaker a hearing, and finally one of the lady stewards ventured into the middle of the excited mob of students and vehemently harangued them. The students formed a ring round her and cheered her to the echo, but the disorder only increased.

Finally Miss Pankhurst succeeded in making herself heard for a brief moment. She cried, "I have written a note here to Chief of Police asking him to eject the ringleaders, and, if necessary, all the students. Shall I send it?" But the only reply was an uproar worse than before, amid which Miss Pankhurst sat down, calling on the next speaker, Mrs. Pankhurst.

If there was disorder during Miss Pankhurst's speech, it was ten times worse when her mother rose. The first incident was a solo on a French horn, delivered by a solitary interrupter in the side gallery, near the platform. It was ended by the musician being surrounded by a host of police and his instrument of torture removed from him.

Mrs. Pankhurst then ran across the platform and asked him if he wouldn't be a good boy. He smilingly consented, and shook hands with Mrs. Pankhurst amid the prolonged cheers of the audience.

An excited argument between a Suffragette and an interrupter in the opposite gallery to that in which the lady "drew forth a ten minutes' roar of applause from the back gallery until the lady sat down, defeated."

During the whole of Miss Pankhurst's speech the student remained standing, and sang or cheered without interruption. Two free fight took place between students and made a deafening woman's suffrage, in one of which a policeman's helmet was knocked off. A long interval of babel followed Mrs. Pankhurst's attempted speech during which the students, with linked arms, sang "Auld Lang Syne."

The students then filled the hall with the fumes of sulphuretted hydrogen. A few small free fight took place between the students and the police, a stout ringleader of the interrupters being rescued by his comrades from the very arms of the law. Mrs. Pankhurst finally resorted to the expedient of hurrying from the platform and delivering an impassioned address to the Press, which was, however, barely audible. She warned her hearers that if the present treatment of women Suffragettes continued the women would have to resort to masculine methods, the nature of which she did not specify. Miss Christabel Pankhurst, flushed but pretty, next sprang to her feet, and delivered an inaudible address of defiance.

Then the organ burst forth into a Suffragette hymn, and the ladies on the platform flung off waving their handkerchiefs in defiance at the yelling crowd of students in the gallery.

Another branch of the Suffragette army, led by Miss Adela Pankhurst and Miss Annie Kenney, ambushed Mr. Haldane on the Sheffield railway platform and presented a petition, to which they demanded an answer. A large force of police was in attendance in case of emergencies. Mr. Haldane refused to make any promise, saying that whatever he did he would do in concert with his colleagues.

At night Mr. Haldane addressed a meeting in the town hall and was twice interrupted by Suffragette supporters, who were promptly ejected. The Suffragette leaders were not allowed to enter the hall.

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CURRENCY CHARGES ON TELEGRAMS.

REFERRING to the Company's Notice of 20th September last, the Senders of Telegrams are hereby advised that, from the 1st January 1908, the charge for Telegrams will, subject to revision after three months, be collected at the rate of THIRTY-EIGHT CENTS equal to ONE FRANC.

H. BUELOW FRIEKE, Acting Superintendent, Hongkong, 27th December, 1907. 2025

**THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH CO., LTD.**

REFERRING to the NOTICE of 20th September last, Senders of Telegrams are hereby advised that, from the 1st January next, charges for Telegrams will (subject to revision after three months) be collected at the rate of THIRTY-EIGHT CENTS to equal ONE FRANC.

J. M. BECK, Superintendent, Hongkong, 27th December, 1907. 2026

**"SHIRE" LINE OF STEAMERS, LTD.**

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND STRAITS.

**THE Steamship "CARNARVONSHIRE,"** Capt. G. W. Jackson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Jan. will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 31st inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 25th December, 1907. 2027

FROM HAMBURG, LISBON AND PORTS OF CALL.

NOTICE TO CONSIGNEES.

**THE H.A.L. Steamship "HABSBURG,"** Captain Filler, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TON-TO-TO. Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office, Hongkong, 25th December, 1907. 2028

S.S. "SALAZIE," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

**CONSIGNEES** of Cargo from London ex s.s. "Duro" and "Corduan," from Rotterdam ex s.s. "Vile de Bordenau," from Valparaiso ex s.s. "Niger" in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Thursday, the 2nd Jan., at NOON, will be subject to suit and landing charges.

All claims must be sent to me on or before the 2nd Jan., or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 2nd Jan., at 3 P.M.

No Fire Insurance has been effected.

J. M. LLET, Agent, Hongkong, 25th December, 1907. 12

NEW ADVERTISEMENT

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that the STANDARD OIL COMPANY OF NEW YORK have on the 7th day of March, 1905, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK—



In the name of the Standard Oil Company of New York who claim to be the Sole proprietors thereof.

The Trade Mark has been used by the Applicants in respect of the following goods:—OILS PARTICULARLY NAPHTHA IN CANS.

A Facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 27th day of December, 1907.

DEACON, LOCKER & DEACON, Solicitors for Applicants.

INTIMATIONS

NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 81, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY and THURSDAY, 1st and 2nd January, respectively.

Hongkong, 24th December, 1907. 2015

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton wurden während des Jahres 1908 durch den Österreichischen Lloyd und die "Hongkong Daily Press" erfolgt.

KAISERLICH DEUTSCHES KONSULAT.

Kanton, den 31. Dezember 1907. 2020

NOTICE.

MR. HANS TIEFFENBACHER is authorized to Sign our Firm in Hongkong by joint procuration in conjunction with Mr. G. ENGEL.

WM. MEYERINK & CO. Hongkong, 24th December, 1907. 2011

WANTED.

**SITUATION** as General Office Assistant by Britisher (35). Over 15 years' experience. Knowledge of Shipping, Booking and Sales. Able to read and write Chinese. Speaks Amoy, Swatow, Shanghai, Canton, and Peking dialects. No objection to O.P.O.P. Apply by letter to—"Box 1905," Care of "Daily Press" Office, Hongkong, 5th December, 1907. 1963

THE CATHOLIC UNION.

**ANNUAL CHRISTMAS ENTERTAINMENT**

A Baroque in Two Acts, "LOVE IN LOTUS LAND."

Dates of Performances:

TO-MORROW (SATURDAY), 28th Dec. 9 P.M.

MONDAY, 30th " 9 P.M.

SATURDAY, 4th January 9 P.M.

MATINEE:

THURSDAY, 2nd January 5.30 P.M.

Plans of Seats now on View at above address.

Admission 3s.

For Children 50 cents at Matinees only.

Hongkong, 24th December, 1907. 2018

NOTICE TO MARINERS.

No. 308 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

AIDS TO NAVIGATION MARKING CONSERVANCY WORKS IN THE WHANGPU.

NOTICE IS HEREBY GIVEN that Masters of vessels navigating the WHANGPU should constantly make themselves acquainted with SHANGHAI HARBOR NOTIFICATIONS bearing on the progress of CONSERVANCY WORKS and the Aids to Navigation established in connection therewith, as the information necessary for safe navigation, is contained only in such Harbor Notifications.

W. FIELD, TYLEE, Coast Inspector.

Coast Inspector's Office, Shanghai, 19th December, 1907. 2016

**SWATOW DRAWN WORK COMPANY.** 33, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1685

**JUST RECEIVED A FINE ASSORTMENT OF CHRISTMAS & NEW YEAR CARDS.**

HALF-MASKS, ART RELIEF NOVELTIES, MECHANICAL ANIMALS.

POSTCARD, BIRTHDAY and STAMP ALBUMS, POSTCARD PAINTING BOOKS.

**USED POSTAGE STAMPS** in Bags, Packets, &c., Suitable for Christmas Presents at prices to suit any buyer. Inspection solicited.

GRACA & CO., Hongkong Hotel Corridor, 1591

TO LET

**A HOUSE** in KNUITSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1907. 1992

TO LET.

**"STILLINGFLET"** Peak Road, SIX-ROOMED HOUSE with Fine View of Harbour.

**"HARBERVILLE"** Garden Road, SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—

PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central, Hongkong, 28th November, 1907. 1839

TO LET.

**NO. 5, MORRISON HILL.**

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—

JARDINE, MATHESON & Co., Ltd. Hongkong, 21st October, 1907. 1891

TO LET.

**PER 1st January, One OFFICE ROOM** on Second Floor, Prince's Buildings.

Apply to—

REUTER, BROECKELMANN & CO. Hongkong, 9th December, 1907. 1944

TO LET.

**FIRST Class European Houses, Leohi** Terrace and Humphreys Avenue, Kowloon.

Apply to—

HEWAN & CO., Care of China Merchants S. N. Co. Hongkong, 1st October, 1907. 1590

TO LET—FURNISHED.

**A SIX ROOMED HOUSE** at ELIOT CRESCENT, Robinson Road.

Apply to—

F. X. D'ALMADA & CASTRO, 33, Queen's Road Central, Hongkong, 3rd December, 1907. 1915

TO LET.

**A SHOP AND DWELLING HOUSE,** No. 73, Queen's Road Central.

Apply to—

Messrs. S. J. DAVID & Co., Prince's Buildings, Hongkong, 11th December, 1907. 1854

TO LET.

**NO. 2, HOLLYWOOD ROAD.**

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street, Hongkong, 2nd March, 1907. 491

TO LET.

**NO. 5, ORMSBY TERRACE, Kowloon.** Cheap Rental.

Apply to—

SPANISH PROCURATION, Hongkong, 18th October, 1907. 1677

TO LET.

**OFFICES** in ALEXANDRA BUILDINGS, Apply to—

SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 1300

TO LET.

**10, QUEEN'S GARDENS.** For one year from 1st April next.

Apply to—

A. W. BREWIN, Registrar General's Office, Hongkong, 14th December, 1907. 1914

TO LET.

**OFFICES** on Top Floor No. 2, Connaught Road, facing the Cricket Ground. "HATHERLEIGH," Conduit Road. A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YONG BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 189, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MONTFORT TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1907. 1792

TO LET

**TO LET.**

**NO. 50, CAINE ROAD.**

Nos. 27 and 31, SEYMOUR ROAD.

Apply to—

SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 27th November, 1907. 1103

TO LET.

**TO LET.**

**NO. 2, MACDONNELL ROAD.**

Apply to—

COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. 197

TO LET

**IMMEDIATE POSSESSION.**

**GODOWNS** Nos. 93, 95 and 101, Praya East.

Apply to—

CHATER & MODY, Victoria Buildings, Hongkong, 10th December, 1907. 1089

TO LET.

**THE Top Floor** of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

**First Floor** of No. 6, Queen's Road Central, comprising Six Large Rooms and Out-houses suitable for business Premises or Dwelling, now occupied by FRANK BORMANN & CO.

Apply to—

DAVID SASSOON & Co. Ltd. Hongkong, 3rd December, 1907. 1638

TO LET.

**"LEWNOE"** No. 116, PRAY, Furnished, for 17 months from the end of April 1908.

Apply to—

M. W. SLADE, Prince's Buildings, Hongkong, 22nd November, 1907. 1859

TO LET.

**THE WHOLE OF THE SECOND FLOOR** of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number besides kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—

YEE SANG FAT & CO., Same Address, Hongkong, 7th October, 1907. 1627

TO LET.

**"GLENWOOD"** CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

**NO. 2, COLLEGE GARDENS,** contains 6 Rooms newly painted, repaired and colour-washed. Possession from 1st January, 1908.

**OFFICES** on the Third Floor of HOTEL MANSIONS, 3 ROOMS Corner over Messrs. KRUSE & Co. Fine position. Cheap rental.

**BEACONFIELD ARCADE,** Fine Offices and Dwelling Rooms.

**NO. 15, QUEEN'S ROAD CENTRAL,** Top Floor, (over Calbrook Macgregor).

**OFFICES** in Queen's Road Central.

**BELLIOUS TERRACE HOUSES,** BURNS ROAD.

**BISHOP'S LODGE SOUTH (PRAY)** Partly furnished, immediate possession.

**NO. 1, MOUNTAIN VIEW (PRAY)** Furnished. For 4 or 5 months from 1st December, 1907.

**NO. 1, ALBANY.**

**NO. 6, DES VOEUX VILLAS (PRAY).**

**NO. 2, BEACONFIELD ARCADE.**

**NO. 55, ELGIN STREET (Corner House)**

**NO. 57, PRAYA GRANDE, Macao.**

Apply to—

LINSTEAD & DAVID, 3rd Floor, Alexandra Buildings, Hongkong, 26th November, 1907. 1102

TO LET.

**NO. 11, SEYMOUR ROAD.**

Apply to—

THE COMPTON DEPT., JARDINE, MATHESON & Co., Ltd., Connaught Road Central, Hongkong, 12th December, 1907. 1962

TO LET.

**NEW and COMMODIOUS SHOP** in Des Voeux Road Central, moderate rental.

**FLATS** in Des Voeux Road Central.

**NO. 14, BALISBURY AVENUE, Kowloon.**

**NO. 2, GRANVILLE AVENUE, Kowloon.**

**NO. 3, EAST TERRACE, Kowloon.**

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 27th November, 1907. 1155

TO LET.

**NO. 33, CAINE ROAD.**

**AUCTION ROOMS,** No. 2, Zetland Street.

**NO. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.**

Apply to—

LEIGH & ORANGE, 1, Des Voeux Road, Hongkong, 9th October, 1907. 94

TO LET.

**"CROWN EST,"** Barker Road; Unfurnished or partly furnished.

Apply to—

C. L. GOEHAM, 3, Peddar's Street, Hongkong, 3rd December, 1907. 1916

PRIVATE BOARD AND RESIDENCE

**MRS. GILLANDERS**

**"CLAREMONT,"** 2 & 4, KENNEDY ROAD, Hongkong, 9th February, 1907. 1530

FOR SALE.

**A FINE COPY OF CAMOENS' WORKS,** in Portuguese. Four Volumes, Royal Octavo. Published in Lisbon, 1860-4, and bound in Art-Green 1st. 3/6 and 1/6 condition.

Apply to—

"CAMOENS," Care of "Daily Press" Office, Hongkong, 21st December, 1907. 2001

BANKS

**THE BANK OF TAIWAN LIMITED** (INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000  
CAPITAL PAID-UP ..... 3,750,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS:

Amoy	Kobe	Taiwan
Anping	Nagasaki	Tientsin
Fookow	Osaka	Tokio
Keelung	Shanghai	Yokohama
Swatow		

HONGKONG OFFICE: 3, DES VOEUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be on application.

D. TOHDOW, Manager, Hongkong, 6th April, 1907. 1750

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama.

CAPITAL PAID UP ..... Gold \$3,250,000, about Max. \$5,900,000

RESERVE FUND ..... Gold \$3,250,000, about Max. \$5,900,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World

**LONDON BANKERS:** BANK OF ENGLAND.

**NATIONAL PROVINCIAL BANK OF ENGLAND,** LIMITED.

**THE CAPITAL & COUNTIES BANK, LIMITED.**

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money; Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:—

For 12 months	4 1/2 per cent. per annum.
For 6 "	4 "
For 3 "	3 "

No. 9, Queen's Road, Central, Hongkong, W. M. ANDERSON, Manager. 1699

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUNDS:—

STERLING \$1,000,000 at 2/ = \$10,000,000

SILVER ..... 11,750,000

\$21,750,000

RESERVE LIABILITY OF PROPRIETORS 10,000,000

**COURT OF DIRECTORS:**

G. H. MADDISON, Esq., Chairman.

Hon. Mr. HENRY KESWICK, Esq., Deputy Chairman

A. Fuchs, Esq.

E. Goets, Esq.

C. R. Lonsdale, Esq.

A. H. W. Shiao, Esq.

H. E. Tomkins, Esq.

A. J. Raymond, Esq.

**CHIEF MANAGER:** HONGKONG—J. E. M. SMITH

**MANAGER:** SHANGHAI—H. E. R. HUNTER

**LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.**

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On FIXED DEPOSITS:

For 3 months,	2 1/2 per cent. per annum.
For 6 months,	3 1/2 per cent. per annum.
For 12 months,	4 per cent. per annum.

J. E. M. SMITH, Chief Manager. Hongkong, 17th August, 1907. 21

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. E. M. SMITH, Chief Manager. Hongkong, 12th January, 1907. 23

NEDELANDSCH-INDISCHE HANDELSBANK

(NETHERLANDS INDIA COMMERCIAL BANK ESTABLISHED 1853.)

Authorized Capital Fl. 15,000,000 (\$1,250,000). Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 2,115,570.36 (\$176,942).

HEAD OFFICE: AMSTERDAM.

SUB-OFFICE: THE HAGUE.

HEAD AGENT: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indragajoe, Bandong and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Hongkong, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai.

**BANKERS:** THE WILLIAMS DRAGONS BANK, London; (SWISS BANKERS), Paris; COMPTON NATIONAL D'ESCOMPTE DE PARIS.

Berlin: DEUTSCHER BANK.

Brussels: BANQUE DE PARIS ET DES PAYS BAS.

Vienne: UNION BANK.

Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.

On Current Account at the Rate of 2% per annum on the Daily Balance.

On Fixed Deposit: 12 months 4 1/2 per annum. do. 6 do. 3 1/2 do. do. 3 do. 3 do.

J. BOEIJE Manager, No. 15, Des Voeux Road Central

BANKS

**THE MERCANTILE BANK OF INDIA, LIMITED.**

AUTHORIZED CAPITAL ..... £1,500,000

SUBSCRIBED ..... 1,125,000

PAID-UP ..... 825,000

RESERVE FUND ..... 170,000

**BANKERS:** LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On FIXED DEPOSITS:

For 12 months	4 1/2 per cent.
For 6 "	3 1/2 per cent.
For 3 "	3 per cent.

EVAN ORMISTON, Manager. Hongkong, 30th April, 1907. 24

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000

RESERVE FUNDS ..... 15,500,000

BRANCHES AND AGENTS:

Tokyo	Kobe	Osaka
Nagasaki	London	Lyons
New York	San Francisco	Hankow
Hongkong	Shanghai	Peking
Chaochow	Tientsin	Port Arthur
Nowohwang	Daluy	Mukden
Antung	Liyang	
Tieling	Chang Chun	

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5 1/2 per annum.

" " " 6 "	4 1/2 "
" " " 3 "	3 1/2 "

TAKEO TARAMICHI, Manager. Hongkong, 25th September, 1907. 560

NEDELANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND ..... FL. 5,373,375 (£448,000)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

Branches: Singapore, Sourabaya, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasourabaya, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia, (Acheen) Bandjermain.

Correspondents at:



BOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON  
Tulawakette, Ceylon; G. HENDERSON & CO., Calcutta;  
SYME & CO., Singapore; ROWE & CO., Rangoon  
LOUIS T. LEONOWENS LD., Bangkok. 153

None Genuine without  
(this)  
**TRADE MARK**

# Hall's Coca Wine

**Hall's Coca Wine is the most marvellous restorative known to medical science—pure, potent, palatable.**

PRICES: \$3.00, \$2.00 and \$1.00.—Children and Adults Half-Price to Matinee only.  
Box Plan at THE ROBINSON PIANO CO.  
Late Trains will run to the Peak 15 minutes after each Performance. 1952

DIRECTORY AND CHRONICLE OF THE FAR EAST .....	\$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illus. ....	\$1.50
Do. Do. Small Edition .....	6.00	HONGKONG WEEKLY PRESS, half yearly vol. bound .....	7.50
CHILDREN OF FAR CATHAY, by A Social and Political Novel, by C. J. Halecombe .....	3.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 .....	2.00
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebra- tions in 1891 .....	1.00	RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1896 .....	2.00
THE HONGKONG TYPHOON, Sept. 1861, Illustrated Account .....	0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1883 to 1905 .....	1.00
TEMPORARY MINING REGULA- TIONS IN CHINA .....	0.50	CALLED OUT; or the Cheng Wang's Daughter, an Anglo-Chinese Ro- mance, by Chue J. H. Halecombe .....	2.00
REGULATIONS FOR RAILWAY CONSTRUCTION .....	0.50	FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Crusade of H.M.S. Terrible) .....	1.00
HONGKONG HANDELS REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually .....	4.00	SKETCHES OF THE WEST RIVER. PLAN OF VICTORIA .....	1.00 0.20
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ledyard's Relief Column .....	1.00	" " PEAK .....	0.70
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Friedland .....	1.00	" " NEW TERRITORY .....	0.70
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA .....	0.25	" " CANTON .....	0.70
TRADE MARK REGULATIONS IN CHINA .....	0.25	POWER OF ATTORNEY FORM .....	0.25

in the matter of standardizing, though there are numerous mechanical developments, it is safe to state that the average car only embodies one or two variations on the generally accepted principles. Taking any car, of any make, now on view and comparing it with the previous season's model, it appears that new departures are fewer, that very little new has been added. Minor details, such as ignition, water circulation for cooling, and the like, have undergone very slight modifications and these only in the direction of simplification. Lubrication, however, has been greatly improved in many ways. The Humber system, in particular, typifies the general advance towards what is called the "positive"; the oil is taken up through a filter, and forced by a pump through a series of ducts to each and every part, so that all working parts are regularly and automatically bathed in oil. The principle is not new in itself, of course, but the methods of its application are simplified and made more perfect. Crankshafts are being made hollow, and the six-cylinder proposition is being more generally adopted. Daimler, however, adheres still to the four cylinder design, so do also a few firms of lesser note. The live-axle drive also is superseding the chain drive, which always had the disadvantage of being noisy. Go-ars have been improved in various ways, notably by the Daimler Company which introduces a worm-drive or spiral gear-box which constitutes a great advance in the minimization of friction. There are numerous other variations of a more or less technical character which all go to show the tendency towards an ultimate uniformity in general mechanical principles.

It would be obviously impossible, within the remaining limits of this letter, or even the whole of the next, to deal fully with each of all the great variety of the exhibits. But I will endeavor to pick out here and there, features likely to be of interest to readers in the East.

To begin with, here is the Talbot sports car of 49, which has a 50-60 h.p. engine, built to suit Mr. En Tug Seng's motor in the Malay Peninsula. However this may be, it is certain that this is not the first car for Malaya. Talbot cars are in general, live axle drives, but this one for Mr. En Tug Seng is chain driven—a not altogether wise selection for the tropics. The vehicle, however, is well worth inspection. Constructed to carry seven persons, it has an extra mechanical seat on the rear side running along, which is fitted to fold up and down, and a dynamo attached to the counter-shaft, for providing an electric current for lighting the head lights and tail lamps, as well as an "auto" reading lamp, electric cigar lighter, etc. Showers and Chalmers detachable bums are fitted to the road wheels, and besides a folding

holding

# INDIGESTION.

15,000 SQUARE FT. 999 YEARS LI  
For Particulars, apply—  
GEO. FENWICK & Co.,  
Hongkong, 8th June, 1906.

**Headache, Constipation,  
AND ALL FORMS OF INDIGESTION**

"Biliousness" is due to a disordered state of the liver. If you suffer, take Mother Seigel's Syrup at once; it goes straight to the spot, restores natural action to the liver, and so puts an end to the trouble. Mrs. Mary Ann Rowe, Berries Lane, Biggin Hill, near Orpington, Kent, in a statement dated April 19, 1907, says: "My food lay on my stomach like a stone, causing wind and intense pain. I had splitting headache and frequent dizzy attacks, and I was so weak and ill that I could do nothing." But Mother Seigel's Syrup soon cured me."



## SHIPPING.

## ARRIVALS.

BELLEROPHON, British str., 5,727 T. Bartlett, 26th December—Manila 23rd December, General—Butterfield & Swire.  
 C. FRED. LAEISZ, German str., 5,574, Wagner, 26th December—Singapore 17th Dec, General—Hamburg-Amerika Linie.  
 CARMANVORSHUS, British str., 2,710, Jackson, 25th December—Singapore 15th December, General—Shewan, Tomes & Co.  
 DELTA, British str., 3,743, C. I. Daniel, 26th December—Shanghai 23rd Dec., General—P. & O. S. N. Co.  
 HAMBURG, German str., 6,000, M. Filler, 25th December—Singapore 17th Dec, General—Hamburg-Amerika Linie.  
 HAILAN, French str., 377, Anderson, 26th Dec.—Hollow 24th Dec, General—A.R. Martz.  
 HAJMAN, British str., 1,389, J. S. Roach, 25th Dec.—Coast Ports 24th Dec, General—Douglas, Lapraik & Co.  
 HANGSANG, British str., 1,356, S. Wilde, 26th Dec.—Shanghai and Swatow 25th Dec, General—Jardine, Matheson & Co.  
 HONG WAI, British str., 2,460, G. Kinghorn, 26th Dec.—Penang and Singapore 17th Dec, General—Chinese.  
 HSIN KONG, Chinese str., 1,262, John, 25th Dec.—Canton 24th Dec, General—Chinese.  
 JOSEPH MABU, Japanese str., 702, H. S. Smith, 25th Dec.—Swatow 24th Dec, General—Oesterich & Loh.  
 KANCHOV, British str., 1,317, Meathred, 25th Dec.—Chinking 21st Dec, General—Butterfield & Swire.  
 KHALID, British str., 3,567, C. A. Ufer, 26th Dec.—New York U.S.A. 21st Oct, Case Oil—Order.  
 KIANGTUNG, Chinese str., 1,222, H. Uddin, 25th Dec.—Chinking 20th Dec, General—Chinese.  
 MEIPOO, Chinese str., 25th December—Canton.  
 SALAZAR, French str., 2,533, Alland, 25th Dec.—Marseilles 24th November, Mails and General—Messageries Maritimes.  
 SHANTUNG, British str., 1,002, C. G. Conwirth, 25th Dec.—Bangkok 13th December, Rice & General—J. J. Utterfield & Swire.  
 SWANLEY, British str., 2,308, W. E. Steele, 26th December—Chingwan 10th Dec.—Gibb, Livingston & Co.  
 YANSHING, British str., 25th Dec.—Canton.  
 YOHOW, British str., 1,306, E. Northcombe, 25th Dec.—Shanghai 22nd December, General—Butterfield & Swire.

## DEPARTURES.

25th Decen her:  
 AMIGO, German str., for Hallow.  
 FUKUSHU MARU, Japanese str., for Swatow.  
 HENKING, German str., for Tientsin.  
 KANAGAWA MARU, Jap. str., for Singapore.  
 LANGCHOW, British str., for Nippon.  
 MACHUW, German str., for Swatow.  
 P. KLOT, British str., for Swatow.  
 RIJUN MARU, Japanese str., for Singapore.  
 SACHSEN, German str., for Europe, &c.  
 SALAZAR, French str., for Shanghai.  
 SERVOIA, German str., for Singapore.  
 VOKWARTS, German str., for Pakhoi.

## SHIPPING REPORTS.

The British str. Kanchov reports: Fresh N. Easterly wind, cloud overcast with rain.  
 The British str. Hailan reports: From Foochow to Amoy, fresh N. E. monsoon and fine clear weather. Amoy to Swatow, moderate N. E. monsoon and showery weather. Swatow to Hongkong, light N. E. monsoon and rain.

## VESSELS IN DOCK.

December 24th.  
 ABERDEEN DOCKS—Katharine Park.  
 KOWLOON DOCKS—Neil Mcleod, Germania, Woolwich, Engi, eer, Hwang, C. Hardouin, Fowling, Mawson, Hatching, J. Diederichsen, Phrasang, Kueichow.  
 CHINA & MANILA DOCKS—H.M.S. Janus.

## CHINA &amp; MANILA STEAMSHIP COMPANY, LTD.

## A CARNIVAL

IS TO BE HELD  
 in MANILA under Government auspices during the week commencing 3rd FEBRUARY, 1908.

AS an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our Steamer "RUBI" on FRIDAY, 31st January, in the evening. Instead of at NOON on SATURDAY. The Steamer will, therefore, reach Manila early on MONDAY morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of TUESDAY, 11th February.

We have arranged a special fare for this round trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the Undersigned.

General Managers,  
 SHEWAN, TOMES & CO.,  
 Hongkong, 13th December, 1907. 1909

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports TODAY, the 27th inst., at 10 A.M.

For Freight or Passage apply to

DOUGLAS LAFRAIK & Co.,  
 General Managers,  
 Hongkong, 23rd December, 1907. 2009

For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain E. Fyfe, will be despatched for the above ports TO-MORROW, the 28th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,  
 Agents,  
 Hongkong, 24th December, 1907. 2019

For NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"ERROLL,"

will be despatched as above on or about the 17th January.

For Freight, call, apply to

STANDARD OIL CO. OF NEW YORK,  
 Oriental Freight Department,  
 (Hotel Maritima),  
 Hongkong, 24th December, 1907. 2017

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L" nearest Hongkong "A" midway between Hongkong and Kowloon "M" and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 1st January.
LONDON & ANTWERP VIA SUEZ CANAL	GLYNATON	Brit. str.	—	Wolfenden	McGREGOR BROS. & GOW	On 8th January.
MARSEILLES, &c, via PORTS OF CALL	ARMAND BERIC	Frans. str.	—	Gulonnet	MESSAGERIES MARITIMES	On 7th Jan., at 1 P.M.
MARSEILLES, FLYMOUTH, HAVRE & HAMBURG, &c.	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 30th January.
MARSEILLES, HAVRE & COPENHAGEN	SCANDIA	Swed. str.	k.w.	V. Döhren	HAMBURG-AMERIKA LINIE	On 9th January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISZ	Ger. str.	—	Wagner	MEICHERS & CO.	Middle of January.
HAVRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	Ger. str.	k.w.	Deinert	HAMBURG-AMERIKA LINIE	On 4th February.
HAVRE & HAMBURG VIA STRAITS, &c.	VANDALLA	Ger. str.	k.w.	Kalck	HAMBURG-AMERIKA LINIE	On 10th January.
ANY WERP, ROTTERDAM & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 19th January.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 16th January.
NAPLES, GENOA, ALGIERES GIBRALTAR &c.	YOROK	Ger. str.	—	J. Randemann	MEICHERS & CO.	On 14th February.
NEW YORK, &c, via SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	Mateovich	SANDER, WIEBER & CO.	On 1st Jan., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & Co.	To-morrow, P.M.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAURA	Aus. str.	—	Thompson	SHEWAN TOMES & CO.	About 25th inst.
BALTIMORE & NEW YORK	ERROLL	Am. str.	—	—	STANDARD OIL CO.	About 17th January.
YOKOHAMA & MANILA	JESERIC	Brit. str.	2 m.	—	ARNHOLD, KARBBERG & CO.	About 25th January.
YOKOHAMA & MANILA	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 16th Jan., at 4 P.M.
YOKOHAMA & MANILA	KATHERINE PARK	Brit. str.	—	Cowley	AMERICAN PACIFIC R. CO.	On 16th Jan., at Noon.
YOKOHAMA & MANILA	ALDENHAM	Brit. str.	—	—	DODWELL & CO., LTD.	On 28th January.
YOKOHAMA & MANILA	TAIWAN	Brit. str.	1 m.	St. John George	GIRO LIVINGSTON & CO.	On 6th inst., at Noon.
YOKOHAMA & MANILA	CHINGWA	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	J. Minssen	MEICHERS & CO.	On 2nd Jan., at 5 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 9th Jan., at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	Zwart	JAVA-CHINA-JAPAN L.I.N.	Quick despatch.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	L. D. Northcombe	P. & O. S. N. Co.	To-day, at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	A. L. Valentini	—	About 27th inst.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	M. Courtenay	JARDINE, MATHESON & CO., LD.	To-day, at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	W. E. Sawyer	JARDINE, MATHESON & CO., LD.	To-morrow, at 3 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	On 30th inst., at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	H. A. Watall	MEICHERS & CO.	On 31st inst., at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	F. Proesch	—	About 1st January.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	Habel	HAMBURG-AMERIKA LINIE	On 5th January.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	H. S. Smith	OSAKA SHOSHIN KAISHA	On 29th inst., at 9 A.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	J. S. Roach	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	T. Meyrick	JARDINE, MATHESON & CO., LD.	To-day, at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	R. Hodger	SHEWAN, TOMES & CO.	To-morrow.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	A. Sommerville	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 3rd Jan., at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	R. Almond	SHEWAN, TOMES & CO.	On 4th January.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	G. E. Fennelather	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	M. Shing	BUTTERFIELD & SWIRE	On 3rd Jan., at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	R. Houghton	JARDINE, MATHESON & CO., LD.	On 29th inst., at 4 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	F. Sembl	MEICHERS & CO.	Middle of January.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	E. Fey	DAVID SASSOON & CO., LD.	To-morrow, at 3 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & CO., LD.	On 31st inst., at 3 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	E. J. Tadd	JARDINE, MATHESON & CO., LD.	On 7th Jan., at 9 P.M.
YOKOHAMA & MANILA	SHANGHAI	Brit. str.	1 m.	Pander	JAVA-CHINA-JAPAN L.I.N.	About 6th January.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 28th December.
RUBI	2540	R. W. Almond	Manila	On 4th January, 1908.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.

Hongkong, 24th December, 1907.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAPURA" ... About 8th January, 1908.

For freight and further information apply to

SHEWAN TOMES & CO.,  
 GENERAL AGENTS.

Hongkong, 24th December, 1907.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDEB 11 days Across the Pacific to the "EMERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS: (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 18th Jan.	3rd Febr.
"MONTEAGLE"	6,163	WEDNESDAY, 29th Jan.	22nd Febr.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 13th Febr.	2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 12th March	30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April
"MONTEAGLE"	6,163	WEDNESDAY, 22nd April	16th May

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND-SEA OF JAPAN), KOBE YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29½ days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Line or New York 247.10

Intermediate or Steamers ... 240. ... 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. ORADDOCK, General Traffic Agent for China,  
 Corner Fadder Street and Frays—opposite Blake Pier.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

## MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
* KUMERIC	6,232	Cowley	On 28th January, 1908.
* SHAWMUT	6,806	E. V. Roberts	On 21st February, 1908.
* TREMONT	9,606	T. W. Garlick	On 17th March, 1908.
* SUVERIC	6,232	W. Shotton	On 9th April, 1908.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
 GENERAL AGENTS,  
 QUEEN'S BUILDINGS.

Hongkong, 12th December, 1907.

## HAMBURG-AMERIKA LINIE PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

RHENANIA ... 22nd Jan., 1908

HOHENSTAUFEN ... 22nd Febr., 1908

## HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, PLYMOUTH HAVRE & HAMBURG.

\* SCANDIA ... 9th Jan., 1908

\* HABSBURG ... 9th Jan., 1908

RHENANIA ... 26th Febr., 1908

HOHENSTAUFEN ... 26th March, 1908

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 5th Jan., 08

NEXT SAILINGS HOMEWARD:

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

\* SCANDIA ... MARSEILLES, HAVRE & HAMBURG ... 9th Jan. 08

\* ARAGONIA ... HAVRE & HAMBURG ... 10th Jan. 08

\* DORTMUND ... ANTWERP, ROTTERDAM & HAMBURG ... 18th Jan. 08

\* VANDALLA ... HAVRE & HAMBURG ... 19th Jan. 08

\* HABSBURG ... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG ... 26th Febr. 08

\* C. FRED. LAEISZ ... ROTTERDAM & HAMBURG ... 4th Febr. 08



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

DESTINATION	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 27th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 28th Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA	About 1st Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 23rd December, 1907.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	On 27th Dec., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 27th Dec., 4 P.M.
SHANGHAI	"YCHOOW"	On 28th Dec., 4 P.M.
SHANGHAI	"TEAN"	On 31st Dec., 4 P.M.
SHANGHAI	"KIUKIANG"	On 31st Dec., 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TAIYUAN"	On 31st Dec., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 3rd Jan., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 9th Jan., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates, or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
Hongkong, 25th December, 1907.BUTTERFIELD & SWIRE,  
AGENTS.EAST ASIATIC CO., LD.,  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.RUSSIAN EAST ASIATIC CO., LD.,  
ST. PETERSBURG & VLADIVOSTOK.SWEDISH EAST ASIATIC CO., LD.,  
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, and COPENHAGEN	"SIAM"	Middle of January.

For Further Particulars, apply to  
Hongkong, 16th December, 1907.MELOHERS & CO.,  
AGENTS.NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORCK"	Wedday, 1st Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"ZIETEN"	About Wedday, 1st January.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 2nd Jan., at 5 P.M.
KUDAT and SANDAKAN	"BORNEO"	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th December, 1907.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW, "JOSHIN MARU"	Capt. H. S. SMITH	SUNDAY, 29th Dec., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Ample. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at this Company's local Branch Office  
Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th December, 1907.

T. ARIMA, Manager.

INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"YATSIANG"	Friday, 27th Dec., 4 P.M.
MANILA	"YUENSIANG"	Friday, 27th Dec., 4 P.M.
SINGAPORE, PENANG, KOTA KINABALU, and KUALA LUMPUR	"POOKSANG"	Saturday, 28th Dec., 3 P.M.
SHANGHAI	"MAUSANG"	Sunday, 29th Dec., 4 P.M.
SHANGHAI	"HANGSANG"	Monday, 30th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Friday, 3rd Jan., 4 P.M.
MANILA	"LOONGSANG"	Tuesday, 7th Jan., 3 P.M.

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Calcutta " " " 165. " 320.

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Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datin, Simporna, Tawau, Usukan, Jesselton and Labuan.

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HONGKONG, 27th December, 1907.

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JAVA, CHINA AND JAPAN.

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TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
TJILATJAP	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.
TJILIWONG	JAVA	First half of Febr.	JAPAN	First half of Febr.

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S.S. "YABRA" ... 4th Febr. 08

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## SHIPPING IN PORT.

## STEAMERS.

ALBERG, German str., 2,769, W. Peterson, 20th December—Amoy 18th Dec., General—Carlotta & Co.

ALDENHAM, British str., 4,000, S. J. George, 24th December—Kobe 19th Dec., General—Gibb Livingston & Co.

ALFESIA, German str., 2,450, Ernst, 23rd Dec.—Portland Or., and Moji 18th Dec., Flour—Portland & Asiatic Steamship Co.

CHONGSHING, British str., 1,256, F. Wheeler, 20th December—Tientsin, Chetoo, Wel-hai-wei and Shanghai 17th December, General—Jardine, Matheson & Co.

CEILAND, Norwegian str., 1,102, A. Augensen, 22nd Dec.—Bangkok Dec. 11th, via Swatow 21st, General—Nippon Yusen Kaisha.

CHUNSHAN, British str., 1,417, Mayrick, 20th December—Kanton 14th December, Coal—Jardine, Matheson & Co.

DAGNY, Norwegian str., 883, O. Abrahamson, 22nd December—Haiphong 18th Dec., Rice—Asgaard, Thoresen & Co.

DEBENT, British str., 1,602, J. Jenkins, 20th December—Saigon 15th Dec., General—Chinese.

DEVAKONOSE, German str., 998, T. V. Bruhn, 24th December—Bangkok Dec. 12th, via Swatow 23rd, Rice, Salt and Wood—Butterfield & Swire.

EMPRESS OF INDIA, British str., 3,032, E. Metham, 18th Dec.—Vancouver 26th Nov. and Shanghai 18th Dec., Mails & General—C. P. R. Co.

FAUSANG, British str., 1,410, H. S. Mulkin, 18th Dec.—Shanghai Dec. 8th, via Swatow 12th, General—Jardine, Matheson & Co.

FOOSHING, British str., 1,423, Arthur, 21st December—Wuhu & Chinkiang 17th Dec., General—Jardine, Matheson & Co.

FRITZNER, Norwegian str., 881, O. Andersen, 14th December—Haiphong 12th Dec., Rice—Asgaard, Thoresen & Co.

GANGES, British str., 2,721, S. A. Page, 22nd December—Barry Dock 31st Oct., Coal—Admiralty.

GLORIEUX, British str., 2,274, Rafferty, 30th Nov.—Salina Cruz 16th Sept. General—China Commercial Co.

HINSHANG, British str., 1,536, A. G. Smith, 7th December—Chetoo 1st December, General—Jardine, Matheson & Co.

HOLSTEIN, German str., 985, Niejahr, 11th December—Swatow 10th Dec., General—Johsen & Co.

HONGKONG, French str., 742, A. Corneliussen, 23rd December—Haiphong Dec. 19th, via Hollow 22nd, Rice & Figs—A. H. Marty.

HUPIN, British str., 1,904, Spink, 24th Dec.—Haiphong and Hollow 22nd Dec., General—Butterfield & Swire.

JACOB DIERCKHSEN, German str., 623, Hansen, 22nd Dec.—Pakhoi D. 7th, and Hollow 20th, General—Johsen & Co.

KATHERINE PARK, British str., 4,000, W. H. Copp, 24th Dec.—Callao via Yokohama and Kobe 18th Dec.—Toyo Kisen Kaisha.

KONSHANG, German str., 1,292, C. Rosiesky, 12th December—Bangkok and Tientsin 7th Dec., Rice—Butterfield & Swire.

KRESCEND, British str., 1,215, Hooker, 22nd December—Wuhu & Chinkiang 18th Dec., Rice—Butterfield & Swire.

LAUDOW, British str., 2,464, A. L. Paterson, 4th Dec.—Moji 26th November, Ballast—Doddwell & Co.

LIGHTNING, British str., 2,122, E. Fey, 21st December—Calcutta and Singapore 14th Dec.—General—David Sassoon & Co.

MANILA, German str., 1,187, J. Minssen, 14th Dec.—Sydney 19th Nov., and Manila 11th Dec., General—Melchers & Co.

MARIN, German str., 1,163, F. E. Christiansen, 24th Dec.—Salina Cruz and Mexico 16th Nov., Ballast—China Commercial S. S. Co.

MAUSANG, British str., 1,614, B. Houghton, 12th Dec.—Sandakan 6th Dec., Timber and General—Jardine, Matheson & Co.

MERRIO, Chinese str., 1,339, John McArthur, 20th Dec.—Shanghai 18th December, General—Chinese.

NICOMEDIA, German str., 4,364, P. Wagemann, 24th December—Portland Or., 9th Nov., and Moji 18th Dec., General—Portland & Asiatic Steamship Co.

PERANANG, German str., 1,621, Fr. Bücking, 18th Dec.—Bangkok 6th Dec., Rice—Butterfield & Swire.

PRINCE, Norwegian str., 838, Th. Seeberg, 14th Dec.—Haiphong 11th Dec., Rice—Wallem & Co.

PROTEUS, Norw. str., 1,025, F. C. Kolderup, 20th Dec.—Bangkok via Swatow 18th Dec., General—Nippon Yusen Kaisha.

RAGNAR, Norwegian str., 1,230, H. G. Nielsen, 19th Dec.—Wakamatsu and Japan 13th Dec., Coal—Wallem & Co.

SHAOHSING, British str., 1,307, McIntosh, 21st Dec.—Shanghai 18th Dec., General—Butterfield & Swire.

SIGNAL, German str., 907, Schlatkier, 23rd Dec.—Hollow 22nd Dec., General—Johsen & Co.

STETIN, British str., 1,598, J. E. Farrell, 20th Dec.—Singapore 11th Dec., Kerosene Oil—McBein & Co.

SUNGKILANG, British str., 987, G. H. Pennafather, 24th Dec.—Cebu and Amoy 22nd Dec., Hemp—Butterfield & Swire.

TAISEN, British str., 1,241, J. S. Laing, 17th Dec.—Saigon 9th Dec., Meal—Bradley & Co.

TAKU MARU, Jap. str., 1,912, U. Kaneyasu, 21st Dec.—Takau and Formosa 19th Dec.—Chinese.

THIRTEEN, German str., 1,002, Koch, 23rd Dec.—Bangkok via Hollow 22nd Dec., General—Butterfield & Swire.

ULV, Norwegian str., 835, J. Pedersen, 17th Dec.—Haiphong 14th Dec., Rice—Asgaard, Thoresen & Co.

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